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IMPORTANT INTIMATION.

NOW READY.



(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND CORE, FOR THE YEAR 1891.

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"THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Vladivostok, Formosa, the Treaty Ports of China and Japan, Coochin-China, the Philippine Islands, Korea, British North Borneo, the British Colony of Hongkong and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters. In fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG, A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong.

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A LADIES DIRECTORY FOR HONGKONG; The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources. A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, (amended and corrected to date) dealing with almost every branch of the subject, including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *valde precium* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is, printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PUBLISHERS, HILL, HONGKONG.

Hongkong, 12th January, 1891.

Intimations.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER MANUFACTURERS.

A REFRESHING WHOLESOME DRINK

DAKIN'S LEMON SQUASH.

A VERITABLE LEMON SQUASH AERATED, COOLING, THIRST QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 4th May, 1891.



BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them in the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and a full amount allowed for Packages and Expenses when received in good order.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," and all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SALTZET WATER

LITHIA WATER
SARSAPARILLA WATER
Tonic Water
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or grubby, or that appear to have been used for any other purpose than that of containing Aerial Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

The Hongkong Telegraph.

HONGKONG TUESDAY, MAY 12, 1891.

LOCAL AND GENERAL.

Mrs. BRICKROW—What kind of a girl have you now, Mrs. Branton? Mrs. Branton (wearily)—Female.

"Are times so very hard?" asked the customer. "Day are," answered the assistant. "Why, it wouldn't pay me to fail."

A NEW YORK auctioneer advertises: "For Sale—A large quantity of oil paintings by some of the most ancient masters of the day."

Messrs. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Laurel* left Singapore yesterday for this port, and is due on the 17th inst.

At Kowloon City yesterday an enterprising curio-hunter by arrangement secured three of the pick-pockets of the victims. Case of "Heads you lose, tails I win."

ENGLISH as She Is Spoke—Hostess—Can I help you to the butter? Guest—Thank you, I am comfortable where I am, but you might pass the butter to me, if you please.

A WELL known writer says there are two things needed in these days: First, for rich men to find out how poor men live; and second, for poor men to know how rich men work.

A REGULAR meeting of St. John Lodge, No. 6th, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Band of the 1st Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess this evening, commencing at 8 p.m.:—

Overture—"Haydn"
March—"Marche des Evénements"
Selection—"Pavane"
And—"Die Wiltchitz"
Adagio—"Les Cloches de Corneville"
Finale—"Les Cloches de Corneville"

We understand that Mrs. Brown Potter and Mr. Kyle Bulwer will make their first appearance at the Theatre Royal, City Hall, on Saturday night. Particulars will probably be published to-morrow.

"THERE is one thing I don't like about the attacks of the Russian Legation—something I don't think is consistent with good breeding." "What is that?" "They are forever calling one another hard names."

We are informed by the agent of the O. & O. S. S. Co., that the steamship *Gashic*, with masts, &c., from San Francisco to the 25th ult., has arrived at Yokohama, and was under orders to leave for this port to-morrow.

We read that "the first American woman who ever entered a Chinese city was Mrs. Oscar, who has lately died. She circumnavigated the globe with her husband, a sea-captain, sixty years ago, and it was then that she visited China."

The Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:—
Messrs. Johnson Stokes and Master, £ 50
Gustav Weller, Esq., 25
G. de Champeaux, Esq., 20

THE customary annual bazaar for the benefit of the poor orphan of the Italian Convent, Calne Road, will be held in that establishment on Monday and Tuesday next, opening each day at 10 a.m. The object of this undertaking is a most laudable one and is every way deserving of hearty support.

H.M.S. *Impregnable* went on a short trip this morning in the direction of Tytan Bay, and will probably return this evening. After testing the engines, if everything is found to be satisfactory, it is expected that preparations will be made for her departure North for summer quarters.

BEFORE Mr. Wise this morning two barbers playing their trade at 47, Mosque Street, had the honour of being the first to run against the Gambling Ordinance of 1891, and received sentence of \$50 and \$5 respectively, under pain of being withdrawn from circulation for six weeks and a fortnight in default of payment.

SOME speculative sampan-men are doing a good business in fresh water which, brought from Kowloon and other places on the mainland of China, they are selling at ten cents per bucket to dozens of their thirsty countrymen who swarm around the market (jetty as soon as a water-boat comes alongside. Next week the price will go up to 15 and 20 cents per bucket, providing there is no rain in the interim.

THE GAS-METER MAN.

He comes with his book and an innocent look. Notes the work of the stable tin can, Then goes on his way with a cheerful "good day."

This amusing gas-meter man. As he waddles away, you're nothing to say, To be told is part of his plan; But when you get the bill, you swear you will kill.

That innocent gas-meter man.

A USEFUL Bill has lately been introduced by the Lord Chancellor for consolidating a variety of enactments relating to evidence. These enactments are numerous, and in the dates of their passing extend to an Act of last year, from a period of a statute of the time of Queen Elizabeth, being "an Act for the Punishment of such persons as shall procure or commit wilful perjury." The subjects dealt with are the competency of witnesses, the examination of witnesses, the attendance of witnesses, the proof and admissibility of public and other documents, evidence by commission in civil proceedings, depositions under special Acts, evidence for foreign proceedings, the ascertainment, for the purpose of proceedings in any part of the Queen's dominions, of the law as administered in any other part or in a foreign country.

AMERICAN beauty, we read in Fanny Kemble's Memoirs is the direct descendant of Irish beauty; the lovely hair, teeth, eyes and complexion of Erin's daughters, transplanted across the Atlantic derive in the second or third generation from change of climate and diet and various other favorable influences, a character of refinement (as well as intermarriage with Americans) which is not Irish; the features become sharper, the figure lighter, the hands and feet smaller, and the whole result is that delicate and brilliant beauty, remarkable alike for elegance of form and richness of color, by which American women are distinguished. You ask me if American men are like the English. No; American gentlemen are a cross between the English and French men, and yet really altogether like neither. They are more refined and modest than Frenchmen and less manly, shy and rough than Englishmen. Their brains are finer and flimsier; their bodies less vigorous and robust than ours. We are the finest animal and they are the subtler spirits. Their intellectual tendency is to excitement and insanity, and ours to stagnation and stupidity. I think American women, compared with others, deficient in natural animal love of off-spring. I think many things in their climate, education and modes of life produce this result; morally and intellectually they are very good mothers, but not physically, and they and their children are the worse for it.

HERE are a few beauty recipes for our lady readers—tips how to improve Nature by art—Perfumes should be indulged in by every one, for their stimulating and refreshing properties cannot be over-estimated. They are health and beauty giving, especially lavender, lemon, rose, violet, sage and benzoin. Those with pale complexion can in time bring color to their cheeks by bathing with benzoin water or salt vinegar. Thick lips can be reduced by rubbing with turpentine. Pale lips can be induced to show color by friction with black grapes. Lemon, orange and cucumber peels are excellent for the complexion. Let them soak in your water jug, for they not only soften but tone and freshen the complexion, keeping the flesh healthy and firm. When wiping the face, always wipe upward, for this saves many a wrinkle and fulness under the chin. The eyes should always be wiped toward the nose, as it presses out the fine lines from the corners. A good plan to preserve the skin from becoming set and old is to give the face perfect rest four or five times a day. No matter how busy one's life is, if possible lie down for even five minutes at a time, close the eyes and keep the face in repose. If this is done daily it will prevent the haggard look noticeable with too many women. Good powder will not harm the skin; on the contrary, it gives a cool look and a comfortable feeling. Rice powder is the best to use. It is good to cleanse the face prior to retiring to rest with a little cream or milk of cucumber. Apply with a soft piece of linen, dabbing it well over the face; then wipe off the superfluous moisture. This cleanses the skin better than water and encourages a delicate and white complexion. Raisin water should be used whenever possible, otherwise distilled or rose water is good.

THE Scottish Solomon, pawke King Jamie, being requested by his old nurse to make her son "a gentleman," answered emphatically:—"I'll make him a baronet gin ye like, luvvie, but the deil himsel couldn't mak' him a gentleman." James I. was the first to create baronets (1611).

At the Jubilee masquerade ball—Miss Sharp—Ah, Mr. Dillard, you are looking the part of the Black Prince to perfection. Mr. Dillard—Yes; but do you know, Miss Sharp, I feel like a perfect idiot. Miss Sharp (earnestly)—Now, that will never do, Mr. Dillard. At a masquerade, as on the stage, one must forget his real character entirely.

At the Police Court to-day two men were remanded on a charge of burglary and murder in the village of Sa Ching, in Chinese jurisdiction, in July, 1889. There is every prospect that they will be handed over in due course, and those who missed the executions at Kowloon yesterday may have another chance. Seems to be a boom in Kowloon just now—more than could be said for Pujoms. And there is something to be seen for the money.

THE way in which the Steamboat Company's engines extract five-cent fares from "dead-heads" who try to gain surreptitious passages from Canton, if not legal is, at least, practical. They simply grab the jackets off their backs and retain them until the "beats" after going ashore in the port, manage to beg in due course, and then hand up their tickets to the collector. The necessity for this sort of thing shows the class of gear just now taking advantage of the fierce war of rates prevailing in the Canton river trade. The *Honan* came down with 1,400 of the little Chinese steamers this morning, i.e. \$70 for the lot!

THE DIFFERENCE.

When you're in the lap of luxury, under blue, unclouded skies, A dollar seems to you to be—well, just about this size:

But when you are not "in it," and your hits all seem a miss,

A "case" appears to you to be about the size of this:

\$

—Fuch.

THE committee of the Royal Humane Society, having fully considered the claims of the 22 silver medallists who have shown distinguished gallantry in saving life from drowning during the past 12 months, have unanimously awarded the highest honour, the Stanhope Gold Medal, to Alfred John Cooper, fourth officer of the P. & O. Company's steamship *Maratha*, who, in the Gulf of Aden, known to be infested with sharks where the rescue occurred, saved a *Lascar* who fell overboard when the vessel was on a voyage from Bombay to London. The vessel was going at the rate of 13 knots at the time of the occurrence. Mr. Cooper, who was in the saloon at the time, on hearing the cry of "Man overboard," rushed on deck, jumped overboard, swam after the man, and kept him afloat until a boat was lowered and went to his assistance.

THE managers of the North German Lloyd Steamship Company, it is reported, have decided definitely not to adopt the twin screw in their steamers. They are loath to the belief, not yet demonstrated, that a single propeller, whirled by a mighty engine of the triple-expansion type, will send a vessel through the water quite as swiftly as two propellers turned by twin engines whose combined power does not exceed that of the engine of the single-screw ship. The North German Lloyd has illustrated the reality of its faith in its theory by building two big ships which they confidently hope will do as well as the vessels they are building for New York and Southampton. Their agents will not say that the new ships, the *Havai* and the *Sprea*, are going to take the Southampton record of 6 days, 16 hours and 2 minutes from the twin-screwed *Columbia* of the Hamburg-American line, but they have remarked that the *Havai* will "keep up with the procession." The ship with a single propeller has some important advantages over the twin-screw ship. She can be run much more economically, as she requires only one half the men necessary in the dual engine departments of a ship like the *City of Paris*. The *Havai*, according to her agents, consumes less than 200 tons of coal a day, while her rivals with two screws consume more than a third more. This is an important matter to stockholders, as coal is a costly item. The nominal horse-power of the *Havai* is 13,000, or about the same as the indicated horse-power of both the *Columbia's* engines. Her constructors, the Vulkan Shipbuilding Company, have guaranteed that she will make pretty nearly twenty-one knots an hour. If she can do that six days in succession she will knock all records higher than a kite.

Tempora mutantur! About a dozen years ago certain antiquated members of the local General Unpaid held fast to the policy of refusing all hotel or spirit licences for places situated to the eastward of the "cross-roads" in Queen's Road West. The Oriental and Hongkong were in those days the only hotels in the Central district and to the eastward there were none at all. Some of the justices, well known property owners and jobbers, considered that the residents east of the Hongkong Hotel did not require any refreshments—perhaps they thought such establishments would hurt their principles, or their pockets. Times change, dear brethren, and we change with them. We don't think Hongkong justices have changed very much, judging from the other day, but the times have certainly altered, and what represents public opinion in this colony has fairly swamped the fossilized ideas of the queerly constructed antiquities who would still dominate Hongkong, if they dared or possessed the influence. There are now a goodly number of refreshment buffets on the other side of the Cricket ground, and we have never heard that they have done any particular harm, rather the contrary in fact; but a hotel in what used to be Whitfield Police Station at the entrance to Causeway Bay is enough to make "the Bench" and the apostles of the Temperance Union go into hysterics. Mr. Osborne, well and favorably known to Hongkong pilgrims as manager at "Craigoburn" for the Peak Hotel Co., a man who knows his business and is not above it, has opened a very convenient and comfortable furnished little hotel in the old police station; the house has been altered and artistically decorated by that enterprising local artist, Mr. W. S. Marten. It contains a bar, several nicely furnished parlours, and a handsome dining room, where tiffins, dinners, &c., can be served to meet all tastes. The Bay View House, which is the title of the new hotel, will be a most convenient rest-house for the numerous pedestrians and others who flock the Causeway Bay Road for a breath of fresh air during the long summer evening, and Mr. Osborne ought to enjoy a roaring business. If he can only obtain permission from the Government, and we can see no reason why he shouldn't, to establish a range of properly constructed bathing houses along the beach, a short distance past the Black Rock, he will make a handsome income for himself and confer a most valuable boon on the community at large.

THE Parliamentary return of the owners of two, and more on-licensed houses, recently issued at the instance of Mr. Summers, M.P., shows that 172 noble members of the House of Lords own 1,539 licensed drinkshops; 19 "docks" hold 321, 12 most noble marquises hold 106, 74 earls hold 645, seven viscounts hold 45, one right reverend Bishop holds two, and 69 barons, 420. The Bishop of Landaff is the only Bishop in the list.

THE Editor of our Canton contemporary the *Kuang-poo* devotes a leading article in yesterday's issue to the subject of the projected new Chinese river steamship company in which he states that the capital of company is to amount to 500,000 taels, i.e. 100,000 shares of Tls 5 each. The steamers are to run between Hongkong, Canton and Macao, and the article goes on to state, the Viceroy of Canton is going to make special representations to the Tsung-tai-tan with a view to procuring foreign-owned steamers ascending the Pearl river beyond Whampoa. We presently see the shareholders are parting with their dollars upon the understanding that the "special representations" will have the desired result. If not, we fear the anti-foreign promoters of the new enterprise will find themselves or their constituents badly "left" in the long run.

Sir William Hardman, for 20 years chairman of the Surrey Sessions, lately died, and has no doubt been received into heaven with great applause. A Sydney *Bulletin* scribe has taken record. During his career he sent 177 persons into penal servitude; the aggregate total of the sentences imposed was 5,826 years, or an average of 74 years each! On June 6th, 1871, Maria Thomas, aged 54, was indicted for stealing 4lbs. of beef, value 1s. 8d. The accused, who was a married woman, and the mother of 10 children, had been twice previously convicted, once for stealing a piece of bacon, value 3s., for which she was sentenced to four months and six weeks, and for stealing a shirt, value 1s. 3d., to 12 months. These convictions were duly proved before Sir William Hardman, who sentenced her to seven years' penal servitude, and seven years' police supervision. Her husband committed suicide a few days after the trial. At the same sessions, a lad of 18 (whose parents had both been convicted) was indicted for stealing a metal watch-guard, value 3s. The only "previous conviction" against this lad was four years' detention in a reformatory school, and with tears in his eyes he pleaded for mercy. Sir William Hardman told him "he had heard such tales before," and sentenced him to seven years' penal servitude and seven years' police supervision. The barrister who defended the lad remarked, "He's a boy, my lord." "I do not need to be reminded of that," answered Sir William severely, and the counsel collapsed. Hardman gave a servant girl, 20 years of age, 10 years' penal servitude for receiving, as a token of affection, a ring which her lover (a burglar) had occasioned she did not know, so far as the evidence disclosed had stolen. It is almost a pity, comments our contemporary, that a man capable of such infamous cruelties should have been allowed by those whom poverty drove to the commission of petty thefts to die in his bed.

SOME modern women—aye, and for the matter of that, ancient women too—women of all times, countries, and eras—will not grow old. Like thoroughbreds, they hold on to the last gasp, and nothing will shake them off. To eyes a little dimmed and fatigued by all they have seen and all they have done, they try to give the last brightness of a long-past youth by that narrow black line about the lids which stimulates the shade of lashes, or by that fatal application of belladonna which enlarges the pupil and prepares the way for future blindness. They paint their lips inside and out with that accommodating paint which neither wine nor tea washes off. The furrows which Time's cruel hand has traced as he passed they do their best to fill up with some admirable stuff that passes for fresh and new skin. But this necessitates a dark room and shaded lights, where they wither and droop as plants deprived of light and air. They endure secret tortures, within the iron clasp of their tightly fitting corsets; and when their tender feet demand ease and softness in consideration of those corns and bunions and enlarged joints which—Heaven help us!—will come with years, because they are in highest, sharp-pointed, close-fitting and unyielding shoes, and will do amount of pain that would do credit to a martyr. They have their scraggy necks, as if beauty still lingered about the sharp bones and accentuated shadows; or they display their fat old arms from wrist to shoulder, as if magnitude made loveliness. As long as gout and rheumatism will allow, they skip and hop to dance music with the best; and he would offend their past forgiveness who should propose a warm chair out of the draught in lieu of a *Muller* stool in the dim cool corridor. They are like lambs in a green meadow, for the artless abandonment of themselves to innocent amusements and with a natural waist of gold, compressed into a space of 23in., and lungs so tightly bandaged as to be almost incapable of acting, they think they have managed to stow away their superfluity of adipose tissue so cleverly that no one even suspects its existence.

THE QUEEN'S ROAD FIRE.

MAGISTERIAL INQUIRY.

Before Mr. Wise this afternoon an inquiry was held as to the circumstances of the fire at 331 and 333 Queen's Road West on the 5th inst. Sergt. McDonald stated that he passed the houses a few minutes before the fire and saw no flame or sign of fire. On re-passing, the cook-houses and first floor were ablaze.

Inspector Gault stated that the occupier of No. 331 was not to be found. Ng Fun Kin stated that he had occupied No. 331 as a brass worker. Part of the first floor was used as a kitchen and cook-houses. There were also two beds and some boxes containing property, and money, which were not saved. Witness slept alone on the ground floor. Nobody slept on the first floor, and the top story belonged to the next house, of which he knew nothing. Witness went to sleep at ten o'clock and was roused by cries of fire. Went upstairs to save his goods, but was driven back by the fire. Took the *pooh* to save the books. *Pooh* slept in the shop on the ground floor, and witness in the back. There were four *poohs*. All the books were saved except the money delivery and daily sales book, which were lost. Other books were handed to the insurance company. Could not state value of property without referring to books. At the end of last year there was over 7,000 taels worth. The shop was started over two years ago with \$5,000 capital. Witness had \$1,000; Li Si Teng \$1,500; Chai Wal Sang \$1,500; and Li Ching Pe \$1,000. Since then there had been no dividend. All the profits being carried over. Altogether about \$1,500 had been made. Witness did not know much about the accounts, as he attended to correspondence, and had other business. They also borrowed \$4,000 to put in the business. This was shown in the books. Witness also obtained passages for emigration, and made over \$1,000 a year by it. This was recorded in books.

which had gone to the insurance company. There was a lamp in witness' room, but he blew it out before going to bed. Upstairs there was no lamp when he went up. Witness was insured for \$10,500, including fixtures, clothes, and everything. Witness had two friends coming to sleep on the first floor, but they went out and had not been seen since. Could not remember their names, but they arrived from Canton about 3 p.m. on the 4th. They were the *poohs*' friends, and witness had known them about a year. They were comb dealers, and were going to Siam. The man whose bed they were to have occupied had gone to Canton for the night.

An assistant in the shop was next called and corroborated the owner's evidence. He saw a light on the ground floor of the house. To On collector at No. 331, which was a restaurant, gave similar evidence. The next house, the brass-workers, was sublet by the tenants of 333. The tea shop was shut up at 9 p.m. Ten waiters slept on the second floor. The shop was not insured. The master of the shop had gone to Canton. He was not in the shop at the time of the fire, but was at his private house.

The inquiry was adjourned for a week. His Worship then appointed Thursday at a p.m. for an inquiry into the explosion on the launch *Macao*.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PEAK TRAMWAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, As a shareholder in the High-Level Tramway Company, Limited, I read with much pain, in last night's issue, the letters of "Looker On" and "An Engineer" (with the editorial comments thereon) in respect to that most worthy Company. To my unprejudiced mind the claims of that concern to a Government subsidy of at least \$40,000 annually are most patent, for that it was organized, and is maintained, as a purely benevolent institution for the benefit of the masses, is undoubted—at least if anyone does doubt it I think Mr. Findlay Smith would willingly, and readily disabuse that person's mind. I myself can practically illustrate the point in a logical way. A man invests as a matter of business in an ordinary, common-place, sordid kind of a concern that is simply run for mere profit. Looker spirits, such as myself, buy the shares without regard to such worldly ends. I stood in with a number of kindred philanthropists about eighteen months ago to fit the market in Tramways, and by a combination of adverse circumstances the Philippines arrayed against us got to windward. I am now the possessor of a quantity of expensive scrip in the table concern, and I insist on Government doing something for me, under the circumstances. What "Looker On" and "An Engineer" say about our Directors' policy in reducing expenses I will only notice by saying if those persons imagine that the safety of the passengers whom we so philanthropically carry, is to outweigh pecuniary considerations? Is Mr. Anderson, who has secured a gentleman who can not only concoct a cocktail at the Peak Hotel when Mr. Thomas is busy, but also up-holster the car-seats on off-days, besides firing the boiler at the engine-house, collecting fares *en route*, and preserving order in the elegant waiting-rooms at the various stations. Under the present arrangements we only receive a moderate allowance from the public coffers to enable us to pay a handsome dividend, and the bread I cast upon the waters so unskilfully over the "Tramways" ring may come back well-battered yet—if there are no accidents through the staff being short-handed.

Yours truly,

A SHAREHOLDER.

Hongkong, 12th May, 1891.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

11th May, 1891. The hot weather has come at last, but the continued dryness makes the death statistics unusually high, and one almost dreads some serious epidemic if this state of things continues. The principal leaders of the *Namoo* affair will have expired their time by the time this reaches you. There can be no doubt that the chief and his lieutenants have been captured at last. The Chinese Government have shown extraordinary and commendable alacrity in this matter in running down these miscreants, but they had an axe to grind in this as in every other political movements that govern their actions, namely, smoothing the way for a more easy rendition of alleged Chinese criminals by the colonial authorities of Hongkong. The rendition of these "wanted" individuals has proved such a costly business, that it has become one of the last-larks of your colony, who are allowed to open their capacious maws to their full extremity with impunity, that the Chinese authorities, acting under advice, have decided to experiment in another direction, and the consequence is that you will have sanguinary exhibitions on the Kowloon shore until even Hongkong desire is sated. Therefore, in this instance, as far as the *Namoo* villains were concerned, their decision to come within was *appropos* enough, but I still doubt the efficacy of such wholesale sacrifices at the altar of vengeance. The Chinese, in my opinion, seem to be solving [W. H. Mullock's] query "Is life worth living?" in the negative. Certainly, granting that a free hand is given to the indulgence of all the worst passions and vices in human nature, there is ground for argument on the conclusion that that wonderful philosopher stated at in this matter, and, if isolation will, show that the drastic measures so recently adopted by the Chinese authorities have any appreciable effect on serious crime, then it seems to me that western philosophy has to retire into the shade.

THE LATEST ABOUT KOREA.

COLONEL J. O. LEE UNBOSOMS HIMSELF. Among the strangers who recently returned within our gates was one Col. John G. Lee, of the (American Service) now on his way home from Korea. The Colonel

Col. Chas. Chaffin Long. It accomplished nothing beyond keeping Col. Long from the command of the Korean forces which had been tendered him. Indeed, it was probably never intended that it should accomplish anything else. Mr. Bryce certainly never contemplated any work of a serious nature, while Mr. Cummins was physically incompetent to command in ops or aid in any work of a military nature. Beyond a little drill and a few matters of trivial detail, the Korean authorities under Russian advice, assisted by their own inept and the middle-aged idiosyncrasy of the late-called American Foreign "Adviser," took no care I should not even have chance to act. I look upon the whole thing as three years of my life wasted, and return home a wiser and poorer man. The chances of my receiving what is due me are very slim so long as the United States has a State Department as at present constituted. We want diplomats of *de carrière* and not of *de hasard*—not petting-shy lawyers fresh from whittling toothpicks on the steps of their village, or the like. We want men who have been broken-down merchants. If my Government is ever to regain its old influence and prestige in the East, a new leaf must be turned over by the next Administration. For beyond appointing dentists to consular positions—probably on the principle of tampering with the enemy's teeth!—and sending to foreign Courts of ministers ignorant of the language and customs of the countries to which they are accredited, the present wretchedness of our foreign policy is a waste of every well-founded public policy in the "proper pigskin" sense. The colossal fiasco of the Pan-American Congress, followed inconsequently by revolts, revolutions, and wars in several of the South American states; the McKinley and Silver Bills interfering with and disturbing the resources and finances of my country, are a few instances in point. Until now by education, conviction and experience have always been a staunch Republican in every sense of the word—hater of disorder and misrule, fear of the evils of monarchy, and a desire for liberty with fair laws. But now traditions seem to be vanishing, and justice, truth, and honour seem to be disappearing in the treacherous quicksands of financial greed; the selfish seeking after personal aggrandizement and the indifference of the few to the welfare of the many. Thus I waver, uncertain whether America has not pursued a wrong course! After darkness the sometimes coming light.

The recent, shocking massacre of justice and subsequent catastrophe at New Orleans certainly indicates that improvement of some kind should be sought for; it is, indeed, greatly needed. Nations cannot, of course, expect to progress through cycles of years without using steel and expending blood and treasure. The timidity of equity has not and can never have a predominant share in the policy of nations. Politics and sentimentalism are incompatible. The introduction of Asiatic slavery into civilized communities as Louisiana clearly shows a few somewhere either in the form or strength of those who pretend to rule and govern in the name of the sovereign people; and the clever manner in which Sir Julian Pauley has managed to get the Fisheries Question submitted to the U.S. Supreme Court is an argument in favour of their want of diplomatic sagacity.

As for the political prospects and future of Korea, I think they may be covered by a cipher; an over-estimate by excessive and useless expenditure for such white elephants as mint, never yet used; a costly power mill now in ruins; an expensive electric light plant for the palace, now out of order; the equally costly and useless machinery for a fraudulent mining scheme; contracts for decayed steamers; and misadventured schools of various descriptions, the legitimate expenses of the land were not paid would far exceed its revenues. But they are not paid. Instead of being handed over to the Government, they are frittered away on various wild-cat adventures. As to the salaries which should be paid to the foreign employees, they pass through the hands of the Korean mandarins, who deposit them in the Japanese Bank, and are ultimately withdrawn from that institution when pressure is brought to bear on them. I need hardly add that the Koreans are perfectly aware of the provocation of this money which they use to their own advantage, and while they foreign employees of Government being satisfied.

Without money the country can accomplish nothing in the way of developing its resources. The opening of roads, the introduction of proper means of transportation, etc., the first steps which should be taken along the line of its industrial and commercial development, are unobtainable.

That under its present unique foreign management, any country, corporation or sensible financial body would lead a Government already proven faithless to its public and private engagements is simply preposterous. A more glance at, and an inquiry into, the history of its glaucous-headed foreign management are sufficient. The one an enthusiastic idealist, the other a hungry adventurer, lack of all virtues, are hardly the men to inspire much confidence either in Korea itself or abroad; especially when it is remembered that neither party to this downyruin possesses the slightest particle of country power and that any day the pro-Japanese Korean faction, of which they are the mere creatures, may fall, or else divide on some issue, may split and the two *Fidi Achates* find themselves sworn enemies. Signs of this eventually were not wanting when I left Korea.

No, I do not think that Korea will get upon its legs soon. For such to be the case things would have to change considerably. Yet I hope to live to see change for the better.

The present management of Korea means in a delicate young man, physically weak and morally weak, and is surrounded by a host of ambitious and venal counsellors. Korea being a monarchy complicated with all the evils of an oligarchy, in case of his demise the throne would be occupied by the Crown Prince, already designated for and invested with that title by his suzerain at Peking. This is an evil which none who care for the interests of humanity and civilization in the Far East can wish for Korea. The youth in question being a bloated sensualist of the worst type; a slothful idiot who would be nothing more than a tool in the hands of the worst elements in that country. Fortunately an ancient prophecy predicts the extinction of the present dynasty at or about the time of the expiration of the fifth century of its existence. Disturbances and other indications of this coming to pass have shown themselves often of late. And it is not too much to hope that when such an event occurs, the Imperial Government at Peking will be ready to deal promptly and energetically with the difficulty. Otherwise the peninsula will infallibly pass into the hands of either progressive Russia or superficial and artificial Japan.

Should Russia get the Hermit Kingdom, while not lost to civilization it will, of course, be closed to the commercial world. Should Japan get control of it, the same warning every where of her treacherous policy to do Korea will be lost to both. The interests of peace, humanity and commerce demand that this should not be. Better by far for China, before it is too late and the game is still in her hands, to insist upon a modification of the meddling policies of Russia, Japan and the United States. The latter's interests being but of a purely sentimental nature, if that. The most serious challenge of a few self-interested philologists

in and out of the State Department in Washington is not worth much.

With their own cogent reasons brought forward with sufficient diplomatic skill, backed by England's moral support, the Empire could compel the modification of the Li-Ito treaty without firing a shot, and bring that sinister race of Confucianists to try and imitate the association policy and colonization schemes of their betters resulting in a mental realization of their true position. For the cause of Korea's troubles in 1894, the Japanese have been and still are a curse to the land in which, as the inhabitants are almost all pro-Chinese if anything, they are most unpopular.

Indeed, why wait? Why, in the exercise of his Imperial prerogative, should not the "Master" at Peking at once dethrone the present Wang (or prince) and place in his stead, if such can be found, some Korean more intelligent and able, and who, further, may be trusted to make of Korea what she by nature is designed to be—the easternmost bulwark of the Chinese Empire. The sooner this is *un fait accompli* the better for those who have vast commercial and political interests at stake in the event of a sudden outbreak of war in this part of the world.

I have given you my views on questions at issue, and if they prove of value in clearing up the clouds of intrigue and rascality now hanging over the peninsula, I shall feel well repaid for having gone to the trouble of carefully studying the situation in the "far-away land of Chao-hai-nen."

THE ENGLISH FLAG.

[The following Jingle, by Rudyard Kipling, has got into the *National Observer*. Our readers will see the precious allusion to the sailors' fatality which occurred yesterday at *Poh-tai* City.]

"Above the portico a flag-staff, bearing the Union Jack, remained flitting the banner for some time, but ultimately when it fell the crowd rent the air with shouts, and seemed to see significance in the incident."—*Daily Papers*.

Winds of the World, give answer! They are whispering to and fro.

And what should they know of England who only England know?

The poor little street-bred people that vapour and fume and brag.

They are lifting their heads in the stillness to yelp at the English Flag.

Must we borrow a clout from the Boer—to plaster anew with dirt?

An Irish liar's bandage, or an English coward's shirt?

We may not speak of England; her Flag's to sell or share.

What is the Flag of England? Winds of the World, declare!

The North Wind blew—From Bergen my steel-shod vanguards go!

I chase your lazy whalers home from the Disko floe;

By the Great North Lights above me I work the will of God,

And the liner splits on ice-field or the Dogger fills with cod.

The lean white bear, hath seen it in the long, long Arctic night.

The musk-ox knows that standard that flouts the Northern Light!

What is the Flag of England? Ye have but my bergs to dare.

Ye have but drifts to conquer. Go forth, for it is there!

The South Wind sighed—"From the Virgins my mid-sea course was taken.

Over a thousand islands' flames in an idle main, Where the sea-flags float on the coral and the long-backed breakers croon.

Their endless ocean legends to the lazy, locked lagoon.

My basking sunfish know it, and wheeling albatross,

Where the lone wave fills with fire beneath the Southern Cross.

What is the Flag of England? Ye have but my reefs to dare.

Ye have but my seas to furrow. Go forth, for it is there!

The East Wind roared—"From the Kuriles, the Bitter Sea, I come,

And men call the Home-Wind, for I bring the English home.

Look—look well to your shipping! By the breath of my mad typhoon

I swept your close-packed Praya and beached your best at Kowloon!

The dearest dust hath dimmed it, the flying of the wings of death.

The scared white leopard winds it across the timeless snows.

What is the Flag of England? Ye have but my sun to dare.

Ye have but my sands to travel. Go forth, for it is there!

The West Wind called—"In squadrons the thoughtless galleons fly.

That bear the wheat and cattle lest street-bred people die.

Saturday week. On the way down Mr. Douglas took ill, and was prescribed for by a medical gentleman who happened to be on board. He recovered sufficiently to be conveyed on shore on the afternoon of Sunday and to go to his residence at Ardrossan. He was at once seen by Dr. Macdonald, Ardrossan, who, perceiving the serious character of the illness, called in the assistance of Dr. Samuel J. Moore, of this city. It is supposed that Mr. Bryce-Douglas had caught cold on board the new ship, and *peritonsitis* had set in. From Monday morning Dr. Macdonald, assisted by trained nurses, remained in constant attendance on his patient day and night, with Dr. Moore in consultation sometimes twice a day, but the inflammation had got so firm a hold on the system before active treatment was commenced that human skill proved unavailing, and death took place at ten minutes past five yesterday morning.

Mr. Bryce-Douglas was born in the year 1840, and has thus been cut off in the prime of his life in the middle of his usefulness, and before he had reached the full measure of the eminence anticipated for him by his friends. He was the son of the Rev. John Bryce, who was for a period of 28 years parish minister of Ardrossan, where he died in the year 1890. Like many another son of the minister, Bryce was destined by his parents for the study of the Church, but his bent lay in another direction, and as from his earliest days he had a mind and a will of his own, his father wisely gave way, and allowed him to carve out his own path through life. At the age of 17 he was apprenticed to Mr. Robert Drape, joiner, Ardrossan, and at that occupation he remained for three years. But not yet had he found his vocation, and at the end of that time he removed to Glasgow, and entered the engineering establishment of Randolph, Elder & Co., at that time situated in Centre Street. There he found congenial work, and throwing himself into it with all the ardour of his nature, he soon attracted the attention of Mr. Randolph, the head of the firm, who predicted for him, even at that early age, a distinguished career. But he was not content to remain for more than a few years in the Centre Street establishment. He had always been possessed by a spirit of adventure, and early in the sixties he shipped as a stowage passenger in a sailing vessel for Australia. On the way out the captain died, and young Bryce was left, and accepted, the situation rendered thus vacant. He spent some time roaming about Australia, enjoying the stirring life of the colony, and laying up a wonderful store of experiences, with which afterwards he was wont to entertain his friends. But neither was this life to his liking; and next he shipped as a sailor before the mast with a well-known captain of one of our ocean liners, for Callao, on the Pacific Coast.

Here he found employment as an engineer with the Pacific Steam Navigation Company, and thus formed a connection which may be said to have terminated only with his death. In the year 1865 he revisited Scotland, and after spending a few months with his friends he returned to Callao to become assistant engineer of the Pacific Company. This position he occupied till 1869. In that year the headquarters of the company were removed from the island of Tago, in the Bay of Panama, to Callao, on the establishment of a line of steamers to sail direct between Liverpool and Valparaiso; and a vacancy taking place at the same time in the office of superintending engineer, Mr. Bryce received the appointment, which he held for a period of six or seven years. On his way home an incident occurred which was an index of the character of the man. A small coal-laden vessel had stranded in the Bay of Panama. He took with him from Callao a staff of men and the necessary appliances with the view of raising her. On arriving in the Bay he learned that the *Tagua*, one of the Royal Mail Company's steamers, had gone ashore near Callao, unable on account of the heavy sea to accomplish the work which he had come to do, he crossed the isthmus with his staff and appliances, and successfully carried out the more difficult task of raising the *Tagua*. The other vessel was also raised in due course. Mr. Bryce not only directing but taking an active part in working in the diving bells and repairing the hulls, his fertility of resource being displayed on the occasion by the employment of a locomotive to work the pumps. For the raising of the steamer the Pacific Company claimed £30,000 as salvage on the ground that Mr. Bryce, who, in terms of his engagement, had obtained a free passage home in one of their vessels, was still in their service. This claim Mr. Bryce resisted, and raised an action in the Court of Session, which proved unsuccessful. On carrying the case, however, to the House of Lords, his contention was partially sustained, and he received a sum of £6,000.

On his return to Scotland Mr. Bryce resumed his connection with the firm in which he had received his early training becoming head of the engineering department at the Fairlie Works, which were then carried on under the denomination of Messrs. John Elder & Co. Here he remained until he removed to Barrow, in 1878, afterwards. The history of the Fairlie Works during that period it is unnecessary to recapitulate. Briefly, it may be said that it was during this time that the *Arctura*, *Alaska*, the *Oregon*, and other vessels of the Canadian Fleet were launched, and that the revolution in the construction of ocean-going steamers, which has not yet seen its close, was commenced. The whole of these vessels were engineered under the superintendence of Mr. Bryce-Douglas, as well as the *Orient*, the *Austral*, and the *Ormus* for the Orient Line. He also constructed the engines for the *Carr's yacht*, the *Leviathan*, for the Italian ironclad *Magenta*, and for several of the numerous vessels for the British Navy which were turned out of the Fairlie yard. He also re-engineered the Russian warship *Peter the Great*.

Mr. Bryce-Douglas's connection with Barrow commenced in 1884, when engines of his design were built under his supervision for the Pacific Steam Navigation Company's steamers *Oruba* and *Orizaba*, which were constructed by the Barrow Shipbuilding Company. These were two of the earliest examples of engines of the triple-expansion type put into ocean-going steamers. In 1888, influenced by Lord Hasting and other capitalists, Mr. Bryce-Douglas accepted the position of managing director of the Naval Construction and Armaments Company, which took over the works of the Barrow Shipbuilding. The latter company had all along been an unsuccessful enterprise, but under the new regime several important improvements and extensions were made, and new plant and machinery were laid down. Important contracts were soon secured, which rapidly brought about a renewal of activity in the shipbuilding and engineering trades of the port. Among the first orders Mr. Bryce-Douglas procured were four steamers of large size and full power for the Pacific Steam Navigation Company, a number of steamers for the British and African Steam Navigation Company, and for Messrs. Elder, Dempster & Co., of Liverpool. He also obtained the contract for three second-class cruisers to be built for the Admiralty—all of which have been launched, and one (the *Latona*) delivered while the second cruiser, the *Malaspina*, will be handed over to the Admiralty at the close of this month. He also undertook the building of three high-speed 6,000 tons steamers for the Canadian Pacific Railway Company, and intended for the service between Vancouver and Japan and China. The pioneer of these steamers, the *Empress of India*, is now on her way from Hongkong to Vancouver on her maiden voyage. The other two, the *Empress of Japan*, and most successful trials

last week and was taken over by her owners, and the third steamer, the *Empress of China*, was launched a fortnight ago. In the yard there are at present building nine steamers of various sizes, and it is understood that negotiations were in progress, through what is known as the Harrington Syndicate, for building four fast steamers for a new line from England to Canada. These steamers, which were to be of the triple-expansion type, were destined to cross the Atlantic in less than five days. The hopes of Barrow as a shipbuilding centre, our correspondent writes, were largely centered in Mr. Bryce-Douglas, and it is felt that his place at the head of the Naval Construction and Armaments Company will be very difficult to fill.

By a wide circle of friends Mr. Bryce-Douglas was highly esteemed, indeed, it is not too much to say that, alike by the workmen under his superintendence and the distinguished noblemen and gentlemen with whom he was in his later years associated, he was held in affectionate regard. He was a man of sterling independence, and under a rough exterior was possessed of much kindness of heart. In the work of organization he had few equals; as one who knew him well remarked, he was a born leader of men. In politics Mr. Bryce-Douglas was an advanced Liberal, and at the general election of 1885, he was approached with the view to his being brought forward as a candidate for the representation of the borough of Govan. Assurances were given of almost certain success, but he declined, to oppose Sir William (now Mr. William) Pease. On an indication of the estimation in which he was held by his professional brethren, it may be mentioned that he was elected as their representative on Lloyd's Committee by the Institution of Naval Architects; and he was present at the first meeting of the newly-constituted committee held only the other week in London.

Some years ago Mr. Archibald Douglas Bryce, as he was then known, assumed the surname of Douglas on succeeding to a small landed property in Ayrshire bequeathed to him by two aunts. He was married to Miss Jessie Caird, of Seamlie, Ayrshire, while they were residents on the Pacific Coast. The death of his young and gifted wife was a great blow to Mr. Bryce, who was cut off during an epidemic of spotted fever, and so great was the consternation which its ravages had created that he was left without servants, and had with his own hands to lay her in the coffin and prepare her for burial. Mrs. Bryce was survived by an only daughter, but she also died about seven years ago. Two of Mr. Bryce-Douglas's sisters remain, with many devoted friends, to mourn his sudden and unexpected death.

The news of the death of Mr. Bryce-Douglas, our Barrow correspondent writes, created a feeling of gloom and depression over the town. Innumerable flags half-mast high on the public buildings, public works, shipping, and elsewhere testified to the great respect in which he was held and the loss Barrow has sustained.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify, that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI. THE Company's Steamship

"FUKIEN," Captain Davis will be despatched for the above Ports on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 12th May, 1891. 715

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK. THE Company's Steamship

"THRA CHOM KLAO," Captain J. Fowler, will be despatched for the above Ports on FRIDAY, the 15th instant, at 10 A.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, 12th May, 1891. 721

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATON APCAR," Captain J. C. Spence, will be despatched for the above Ports on SATURDAY, the 16th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 12th May 1891. 715

GARRISON THEATRE, NORTH BARRACKS.

Under the Patronage of H. E. Major-General G. DIGBY BARKER, C.E., Commanding the Troops in China.

THE "MILITARY MUMMERS" will give TWO PERFORMANCES of J. PALGRAVE SIMPSON'S SENSATIONAL DRAMA "DADDY HARDACRE"

Followed by the Sensational Farce by Charles Selby, "CATCHING AN HEIRESS"

THURSDAY and SATURDAY, the 14th and 15th May, 1891.

Doors open at 8.30. Commence at 9 p.m.

PRICES OF ADMISSION. Reserved Seats.....\$1.00 First.....50 Second.....20

FANS AND PUNKAHS PROVIDED. Tickets can be obtained from the Garrison Sergeant Major, Commissariat Buildings.

GOD SAVE THE QUEEN! No Smoking Allowed.

For Further Particulars see Programmes. Hongkong, 12th May, 1891. 709

Intimations.

HONGKONG TRADING CO., LD. COLONIAL HOUSE.

SEAL HLVB MOHJOO OCHOW BATH TUBS.

HONGKONG TRADING CO., LTD. 4, QUEEN'S ROAD. [368]

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 12th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 12th May 1891. [682]

WHIT MONDAY AND TUESDAY, May 13th and 19th.

A GRAND BAZAAR will be held at the ITALIAN CONVENT on Behalf of the poor of that Establishment.

A varied assortment of articles, both Useful and Ornamental, for Ladies, Gentlemen and Children.

THE SUPPORT OF THE COMMUNITY IS EARNESTLY SOLICITED. The Bazaar will open each day at 10 a.m. Hongkong, 11th May, 1891. 706

TO LET.

BAHAR LODGE, THE PEAK. R. B. LOT No. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished. Apply to HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd. Hongkong, 12th May, 1891. 710

HONGKONG RIFLE ASSOCIATION.

A COMPETITION will take place on SATURDAY next, the 16th instant, for the SHORT RANGE HANDICAP CUP and SPOONS. Distances 500 and 600 yards. Usual conditions. All shooting members are requested to attend, as the scores made on this occasion will be taken into consideration by the Committee when a team is being chosen to represent the Association in forthcoming matches. A Launch will leave the P. & O. Pier at 2.45 p.m.

FRANK COLLINS, Hon. Secretary. Hongkong, 12th May, 1891. 705

Intimations.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE. THE Certificate of 25 Shares in this Company numbered 11224/11228, standing in the Register in the name of Mr. F. B. JOHNSON, having been LOST, notice is hereby given that a New Certificate for the said 25 Shares will be issued fourteen days hence, and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.

D. GILLIES, Secretary. Hongkong, 4th May, 1891. 706

HONGKONG JOCKEY CLUB.

HONGKONG DERBY, 1891.

THE WEIGHTS for the above RACE will be weight for inches, not over 10lb. as heretofore.

E. H. GORE-BOOTH, Clerk of the Course. Hongkong, 17th March, 1891. 743

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW. Established 1770.

SCOTCH WHISKIES. Finest Pure Malt Scotch Whisky. O.E.M. Old Highland Malt Whisky. F.O.S. Fine Old Scotch Whisky. V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market. OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually. For Prices and Samples, apply to G. RENNIE STEWART, Sole Agent for China and Japan. Hongkong, 28th August, 1890. 739

S. I. E. N. T. I. N. G.

SURGEON DENTIST. No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation free. Hongkong, 18th March, 1891. 748

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. WONG TAI YONG, Surgeon Dentist. (Formerly articled Apprentice, and latterly assistant to Dr. ROOKS.) HAS REMOVED TO THE MARINE HOUSE, QUEEN'S ROAD, (next to the Telegraph Companies).

CONSULTATION FREE. Hongkong, 7th March, 1891. 701

Consignees.

UNION LINE. NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship "CAMBODIA."

Captain Wildgoose, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All claims against the steamer must be presented to the undersigned on or before the 16th instant, or they will not be recognized.

RUSSELL & Co., Agents. Hongkong, 8th May, 1891. 704

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "MONMOUTHSHIRE."

FROM HAMBURG, ANTWERP, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon, TO-MORROW.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents. Hongkong, 8th May, 1891. 701

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. STEAMSHIP "TARTAR."

FROM ROTTERDAM, ANTWERP, LIVERPOOL, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents. Hongkong, 8th May, 1891. 707

For Sale.

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES OF "THE LAW OF STORMS IN THE EASTERN SEAS."

(By W. Doherty, Director of Hongkong Observatory).

